

CONFESSES CRIME TO SAVE LOVER

IOWA CASE WITHOUT PARALLEL IN PRISON ANNALS.

SENT BACK TO THE PEN.

Released on Parole, But Found Wanting and Must Now Serve the Remainder of Her First Sentence at Anamosa.

Des Moines, Ia.—The revelation of Delilah Falls' parole by Gov. Cummins and her return to the Anamosa penitentiary adds another chapter to a criminal career of a pretty young girl whose story is without parallel in the criminal annals of this state. For exactly three months Delilah Falls enjoyed freedom; then, on the anniversary of the day when she entered her prison cell to begin serving a 20-year sentence for murder, she returned to serve out the 12 years for which she had been forgiven by the former act of the governor. For Delilah was found wanting within a short time after freedom had come to her.

It was largely through the efforts of a leading family of Cedar Rapids, Capt. and Mrs. Charles Putnam, that she was paroled. They believed they could make something out of the pretty 24-year-old murderess, and so took her into their own home. One night, a few weeks later, they went away and when they returned found Delilah bound and gagged in the bathroom, while the house was ransacked from attic to cellar and despoiled of hundreds of dollars' worth of valuables. Loose, the girl told of a burglar who had entered and, securing her, had robbed the house. Immediately her lover, who had been with her in prison, was suspected. To save him the girl confessed she had gagged the place and then bound and gagged herself to divert suspicion. Twenty-four hours later she was back in prison to serve out the remainder of the 20-year sentence imposed in 1907 for murder.

For pretty Delilah Falls has the stain of blood upon her soul. Here is a tragic story, says a dispatch from here to the Chicago Chronicle. At an early age she was taken from the family of Jerome Kerns, of Waverly, Ia. There she lived in peace and happiness for several years.

She was bound and gagged.

until, when about the age of 16, the head of the household, Jerome Kerns, forcibly accompanied her ruin. Once the girl was in his power their relations continued over several years, unknown to the rest of the world. Suffered pretty Delilah Falls in the meantime plenty; at least two well-to-do farmers of the neighborhood asked her to marry them. One Delilah Falls loved; him she hoped to wed. She encouraged his suit and was about to give him a definite answer, when of a sudden the suitor disappeared, leaving no trace. Not until afterward did it develop that Jerome Kerns had told him of the tragic blot upon the life of the girl whom he had asked to become his wife.

Other men sought to win Delilah Falls, but Jerome Kerns whispered to them and kept the girl for himself. Then retaliation, swift, terrible, came upon the man. His own son, William Kerns, 18 years old, fell in love with the girl who had been ruined by his side almost as a sister. The son asked the girl to marry him; they became engaged. To his own son the father was forced to tell the story of his relations with Delilah Falls. Together the two, boy and girl, planned to avenge themselves upon the man who had wronged and ruined both. It was no difficult task for Delilah Falls to lure Jerome Kerns to a lonely spot in the woods. Kerns followed readily enough—followed even to his death. The next day his lifeless body was found prostrate on the ground. The search began for his murderer. There was nothing at first to connect either the son or Delilah Falls with the tragedy. They were still engaged to be married, the world knew nothing of the tragedies in the life of the victim, his son and Delilah Falls.

How matters would eventually have turned out had not Delilah Falls and William Kerns had a lovers' quarrel it would be impossible to say, but one day Delilah received a summons to appear before the grand jury. As she opened the door the first person she saw was William Kerns. He pointed an accusing finger at her and branded her as a murderess.

But Delilah Falls retaliated and William Kerns was arrested in turn. They were both sentenced to the same penitentiary, the girl for 20 years, the boy for 12. Of her sentence Delilah Falls now says: "I told the county attorney the truth and he advised me to plead guilty to a One of the Jenny Brigade.

Pressman—That's an ugly looking fellow.

Plain-Clothes Man—Yes; he's a barman.

Pressman (in astonishment)—A barman?

Plain-Clothes Man—His bar is the one which very often opens but never shuts.

Pressman—What bar's that?

Plain-Clothes Man—The crowd—Ally Sloper.

The Call of the Beau.

Hilda, the Swedish maid, had served her mistress faithfully for a year, when one day she announced her intention of leaving.

"Why, Hilda, what is the trouble?" asked her mistress. "Is the work too hard, or is it the wages?"

"No. Do work be all right, and de wages be too; but de beau—he must have me."—Judge.

More than 60,000 people are engaged in the matchmaking industry—not including anxious mothers and meddling neighbors.

ROAD AND FARM IMPROVEMENT

GRAVEL ROADS.

A Suggestive Talk on the Methods of Improving the Highways of the Country.

By careful experimentation it has been found that the force required to draw a load of 2,240 pounds (inclusive of the wagon) over a good dirt road, is 200 pounds; over a gravel road, 143 pounds; over a macadam road, 65 pounds; over a plank road, 41 pounds. Plank roads, Telford roads and macadam roads are too expensive for most rural villages, though we find them in some, and generally out of the question in the open country. But the gravel road is a possibility and is actually in use in thousands of localities.

Gravel roads need not be excessively expensive, but the cost will, of course, vary according to cost of gravel and distance it has to be drawn. Riding with a farmer in Illinois last fall, the writer had pointed out to him a good-sized hill composed almost entirely of gravel, which was used for road building in several directions. The owner of the hill was selling the gravel at a price low enough to make it an inducement for the road commission to purchase it and haul it onto the roads. The said commission did not attempt to gravel the road to its whole width, but made the gravel driveway about 12 feet wide. As they had a good foundation naturally, and as the road was flanked by good ditches on each side, the gravel became an almost impervious cap to the road, turning the water easily in both directions, for it had in it a small percentage of soil and had been rolled hard. The farmers in the vicinity were very proud of their work, and a number of them had subscribed \$50 each in addition to their road tax to help push the work along. The road shortened the distance to town very materially and reduced the cost of hauling all produce. For it was only within recent years that the great deposit of gravel was touched.

There are in the middle and western states immense quantities of such gravel. Usually the soil over those deposits is of no great value for agricultural purposes, as the porous condition of the substrata makes it difficult to retain enough moisture in the soil for plant needs. These deposits should therefore be used for the construction of roads where such improvements are needed. Where it is possible to purchase such gravel at a low price it will pay a township much better to use the gravel in the construction of roads than to continue to remake the roads with dirt surface each year.

The state with deep alluvial soil, such as Illinois and Iowa, have very bad roads. A government report says that on this account Illinois has the worst roads of any state in the union. In some sections there are no gravel deposits and gravel must be hauled in over the railroads. In such cases it becomes necessary to make the gravelled roadbed as narrow as possible. This can be accomplished by having the gravel rolled just wide enough for use by the wheels of an ordinary carriage or wagon and have the gravelled strip paralleled by an earth roadbed. This latter arrangement is seen in certain parts of Illinois. The earth roadway gives room for turning out when two teams meet on the gravelled strip, and in some parts of the summer the dirt road is preferred for use by the drivers of light wagons.

It is useless to attempt to build a gravel or any other kind of road till provision has been made for taking off the water as fast as it falls and keeping it from accumulating, says the Ohio Farmer. If the ditches on the sides of the road are allowed to become clogged up, causing the water in the ditches to rise to near the surface of the road, the whole foundation is softened and the gravel either sinks into the soft mud below or is washed out of position by currents of water. This is the reason why some gravel when put on roads has disappeared in a year or two.

The drainage of the road must be provided for and then the dirt foundation should be packed hard by using a steam roller. On the top of this foundation, gravel to the depth of four inches should be put on and rolled till it is not more than three inches in thickness. On top of this should be put another four inches and that, should be rolled hard, making a bed six inches in thickness. This plan of course must be modified to suit circumstances, as there are roads with naturally such good foundation that far less than this amount of gravel is required to make a satisfactory surface.

What They Said.

At last, after a courtship extending over a period of two years ten months and seventeen days, he had proposed and she had banded him the answer. "Darling," he gurgled, "you are worth your weight in gold."

"Then I must be very valuable," she replied, "for it has been an awful long wait."—Chicago Daily News.

More Than a Hint.

"If I should attempt to kiss you," asked the young man, "would you scream for your mother?"

"I guess I would," the fair young thing admitted, "but it wouldn't do me much good. Mother is visiting 15 miles out in the country."

And a moment later she screamed.—Chicago Sun.

Only One.

The Bachelor—Say what you please, but I don't believe there was ever a man that could see a woman up.

The Bachelor—My brother can.

The Bachelor—How do you know?

The Bachelor—Because he is a ladies' tailor.—Chicago Daily News.

Herald and N. Y. World, \$1.60

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Lydia E. Pinkham's Vegetable Compound Has an Unequalled Record of Cures—Mrs. Pinkham's Advice Is Confidential, Free, and Always Helpful

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THIRD.—For thirty years it has been helping women to be strong, curing backache, nervousness, kidney troubles, all uterine and ovarian inflammation, weakness and displacements, regulating menstruation perfectly and overcoming its pains. It has also proved itself invaluable in preparing for childbirth and the change of life.

FOURTH.—The great volume of unolicited and grateful testimonials on file at the Pinkham Laboratory at Lynn, Mass., many of which are from time to time published by permission, give the solid evidence of the value of Lydia E. Pinkham's Vegetable Compound and Mrs. Pinkham's advice.

FOURTH.—Every ailing woman in the United States is asked to accept the following invitation. It is free, will bring you health and may save your life. Mrs. Pinkham's Standing Invitation to Women.—Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. All letters are received, opened, read and answered by women only. From symptoms given, your trouble may be located and the quickest and surest way of recovery advised. Out of the vast volume of experience in treating female ills Mrs. Pinkham probably has the very knowledge that will help your case. Surely, any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

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11:00 P. M.—Seaboard Express—Composed of day coaches, cafe cars and Pullman sleepers to Atlanta, Savannah, Jacksonville and Tampa. Returning to Florida without change.

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FARMVILLE & POWHATAN RAILROAD

Time Table in effect Monday, May 8, 1906. Between Farmville and Richmond via Moseley and Southern R. R.

Daily except Sunday. Stations. Daily except Sunday. Stations.

4:30 8:00 Farmville 4:40 8:10 Richmond

4:40 8:10 Richmond 4:50 8:20 Farmville

5:01 8:31 Hawk 4:00 8:31 Richmond

5:14 8:44 Jamestown 4:13 8:44 Richmond

5:18 8:48 Meigs 4:17 8:48 Richmond

5:25 8:55 Cumberland 4:24 8:55 Richmond

5:30 9:00 Seaside 4:29 9:00 Richmond

5:34 9:04 Tolacreville 4:33 9:04 Richmond

5:38 9:08 Salisbury 4:37 9:08 Richmond

5:42 9:12 Macon 4:41 9:12 Richmond

5:46 9:16 Powhatan 4:45 9:16 Richmond

5:50 9:20 Negro Arm 4:49 9:20 Richmond

5:54 9:24 Flat Rock 4:53 9:24 Richmond

5:58 9:28 Mosley Live 4:57 9:28 Richmond

6:02 9:32 Richmond Live 5:01 9:32 Richmond

Between Waterpocket and Richmond (Via Moseley and Southern Railway.)

Daily except Sunday. Stations. Daily except Sunday. Stations.

11:42 Waterpocket 2:41 11:59 Concho 2:00 12:19 Skidmore 2:10 12:49 Arr. Moseley Live. 1:40 (Via Southern Ry.) 3:35 Arr. Richmond Live. 12:30

Between Waterpocket and Richmond (Via Chesapeake and Atlantic Coast Line Railroad.)

Daily except Sunday. Stations. Daily except Sunday. Stations.

3:00 Waterpocket 10:17 3:17 Concho 10:00 3:22 Summit 9:56 3:41 Verdie 9:56 3:49 Hoach 9:59 3:56 Pondley 9:59 4:00 Concho 9:59 4:03 Arr. Chester Live. 9:59 4:06 Arr. Petersburg Live. 9:59 4:10 Arr. Richmond Live. 9:59

*Will wait at Chester until 8:45 a. m. for A. C. L. 9:05 train from Richmond.

Between Bermuda and Chester. Leave Chester (shops) 7:00, arrive Bermuda 7:52 a. m. Return leave Bermuda 7:40 p. m., arrive Chester (shops) 7:40 p. m. (Daily except Sunday. All trains stop at R. & P. Electric Ry. Sta.)

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Effective June 19th, 1904, NORTHBOUND.

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2:30 p. m. daily, local for Danville and way stations. 4:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 6:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 8:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 10:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 12:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 2:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 4:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 6:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 8:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 10:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 12:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 2:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 4:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 6:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 8:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 10:30 p. m. daily, express for Columbia, Savannah and Jacksonville. 12:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 2:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 4:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 6:30 a. m. daily, express for Columbia, Savannah and Jacksonville. 8:30 a. m. daily, express for Columbia, Savannah